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Page 3HEAVY TRANSPORT-TYPE AIRCRAFT

CHEPELEVKA AIRFIELD

USSR

1. [REDACTED] REVEALED THE FIRST SIGHTING OF THIS AIRCRAFT AT KIIYEV/SVIATOSHINO AIRFIELD, THE FLYAWAY AND TEST FIELD FOR AIRCRAFT ASSEMBLY PLANT 473, AND THE ANTONOV AIRCRAFT DESIGN BUREAU. THE AIRCRAFT APPEARED CONVENTIONAL IN CONFIGURATION WITH A HIGH STRAIGHT WING AND SINGLE TAIL. APPROXIMATE DIMENSIONS WERE: WINGSPAN 225 FEET, OVERALL FUSELAGE LENGTH 180 FEET.
2. AN FTD ANALYSIS HAS ESTIMATED THAT THIS AIRCRAFT CAN BE EXPECTED TO HAVE CHARACTERISTICS PLUS PERFORMANCE APPROXIMATING THE FOLLOWING: (A) GROSS WEIGHT 385,000 LBS. (B) NORMAL PAYLOAD 50,000 LBS. (C) MAXIMUM PAYLOAD 100,000 LBS. (D) RANGE 6.5 THOUSAND NM WITH NORMAL PAYLOAD. (E) 3 THOUSAND NM WITH MAXIMUM PAYLOAD. (F) CRUISE SPEED OF 400 KNOTS.

IN ADDITION, PRELIMINARY ANALYSIS INDICATED THAT DESIGN AND DEVELOPMENT WORK STARTED ON THIS AIRCRAFT IN 1960. THE GENERAL IMPRESSION FROM PLAN VIEW IS THAT THE AIRCRAFT IS AN ANTONOV DESIGN SINCE IT RESEMBLES AN-10 AND AN-12 CONFIGURATIONS.

Declass Review by NGA

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3. THE FIRST INDICATION THAT SUCH AN AIRCRAFT WAS BEING CONSIDERED BY THE SOVIETS OCCURED IN IRONBARK MATERIAL. IN EARLY 1962 GENERAL G.S. SHETSHIKOV, FIRST DEPUTY CHIEF OF AEROFLOT, EXPRESSED THE NEED FOR A LARGE CARGO TRANSPORT (BELIEVED TO BE LARGER THAN CUB). HE STATED THAT AMONG AEROFLOT'S TOP NEEDS WAS, "THE DEVELOPMENT OF SPECIAL CARGO AIRCRAFT CAPABLE OF DELIVERING LARGE-DIMENSION LOADS TO THE SITES OF NEW CONSTRUCTION PROJECTS."

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5. [REDACTED] KIEV AND OBSERVED A NEW "VERY LARGE" AIRCRAFT PARKED NEAR AIRCRAFT ASSEMBLY PLANT 473. HE SAID THAT TWO AN-12 (CUB) TRANSPORTS PARKED NEARBY SEEMED SMALL BY COMPARISON. THE SALIENT FEATURES OF THE AIRCRAFT INCLUDED A HIGH "DROOPING" WING, TWIN TAILS, A WIDE SQUAT FUSELAGE, AND FOUR ENGINES (EACH WITH A FOUR BLADED PROPELLER, MOUNTED ON SLIM NACELLES, AND PROTRUDING WELL FORWARD OF THE WING). FROM THE ATTACHE'S DESCRIPTION THE

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AIRCRAFT APPEARS TO BE A TURBOPROP CARGO TRANSPORT WITH REAR-LOADING DOORS.

THE AIRCRAFT'S ASSOCIATION WITH PLANT 473 INDICATES THAT IT IS BEING DEVELOPED BY THE ANTONOV DESIGN TEAM. THE NEW AIRCRAFT MAY BE THE AN-22 WHICH IS BELIEVED TO BE UNDER DEVELOPMENT AT TASHKENT.

6. CHAPELEVKA AIRFIELD IS AN LRAA HEAVY BOMBER BASE. THE MAIN CONCRETE RUNWAY MEASURES 11,400 X 250 FT AND OTHER FACILITIES LOCATED AT THE BASE INCLUDE [REDACTED] AND AN ASM STORAGE FACILITY.

7. THIS MISSION REVEALS THAT A LARGE 4-ENGINE, HIGH-WING HEAVY TRANSPORT-TYPE AIRCRAFT WITH TWIN OUTBOARD VERTICAL STABILIZERS IS LOCATED AT THE AIRFIELD LOADING AREA. THE DIMENSIONS ARE: WING SPAN 215 FT (PLUS OR MINUS 10), FUSELAGE LENGTH 180 FT (PLUS OR MINUS 5), AND THE FUSELAGE WIDTH 20 FT (PLUS OR MINUS 2). ALSO OBSERVED AT THE AIRFIELD ARE TWO BEAR/BISON IN THE LOADING AREA, EIGHT BEAR ON SSW PARKING APRON, SIX BEAR/BISON ON PARALLEL TAXI-

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WAY, FIVE BEAR AND SEVENTEEN BEAR/BISON ON CENTRAL PARKING
APRONS AND HARDSTANDS, FOUR BEAR AND THREE BEAR/BISON ON NNE
APRON, THREE MEDIUM STRAIGHT-WING AND ONE MEDIUM SWEEP-WING
AIRCRAFT ALONG NORTH LINK TAXIWAY, AND APPROXIMATELY 25 SMALL
SWEEP-WING AIRCRAFT AT SOUTH END OF LOADING AREA.

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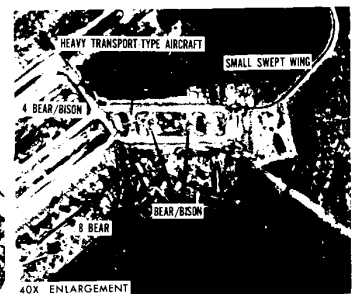
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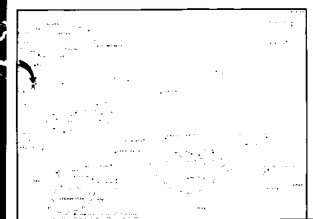
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HEAVY TRANSPORT-TYPE AIRCRAFT CHEPELEVKA AIRFIELD, USSR 49-47N 30-26E



AIRCRAFT
1 HEAVY TRANSPORT-TYPE
17 BEAR
28 BEAR/BISON
3 MEDIUM STRAIGHT WING
1 MEDIUM SWEEP WING
APPROXIMATE 25 SMALL
SWEEP WING



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